



SECRET CONTROL  
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CENTRAL INTELLIGENCE AGENCY

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2. The Brest (Brest-Litovsk)-Warsaw-Kutno-Legnica Line

A Soviet train, which is prohibited to Polish passenger or freight traffic, runs along this line three times a week. Normally this train stops only in those localities where Soviet garrisons are stationed.

3. Poznan-Kutno Line

An average of 17 freight trains and six passenger trains, including two purely Russian trains, were observed passing daily in an easterly direction. They were all long-distance trains which had nothing in common with the normal Polish suburban or so-called "collective train" service. Approximately the same number of trains were observed proceeding west.

4. Large numbers of crates marked with the Russian "Nie kantovat" ("This side up") are being transported along the southern and the central rail routes. These contain parts of machinery and equipment dismantled from German factories. Stations of destination given on these crates in the south are Kiev, Kharkov, and Rostov. Crates carried on the central routes are marked for Moscow.

5. Warsaw-Siedlce-Brest nad Bugiem-Moscow Line

One normal gauge track has been laid from the Polish frontier to Moscow.

6. Szczecinek (Neustettin)-Poznan-Brdoszcz-Kwidzyn (Marienwerder)-Ilawa (Eylau)-Olsztyn-Korsze (Korschen)-Gerdawy (Gerdauen)-Wystac (Insterburg)-Kowno Line

This line is used a great deal by the Russians. Korsze is a frontier station recently developed.

7. Transloading Stations in the Northeast

On rail lines leading north of the Polish frontier, the following stations are said to be used for transloading goods: Kowno, Wystac, and Wilno.

☐ Comment: Apparently indicates reloading from normal to broad gauge cars.)

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8. Work has been started on construction and reconstruction of the following lines:

a. Janow-Somnowiec, which will enable trains to and from Rybnik and Gliwice to avoid Katowice and Strzemieszyce junctions. The route is being constructed principally for coal traffic.

b. Szczecinek-Slosinko, in order to complete the Pila-Szczecinek-Miastko-Korzybie-Slupsk-Ustka line.

c. Gdynia-Oksywice to Rumia-Zagorze.

9. Most of the railway bridges between Poznan and Szczecin are of a temporary nature, being constructed of wood. These are gradually being replaced by steel bridges.

10. On 10 February 1948 the railway bridge across the Vistula near Tczew, which was completely destroyed during the war, was put in commission again. The bridge is 1,500 meters long and will shorten railway travel from Warsaw to Gdansk by 115 km.

11. On 9 February 1948 the following railway bridges were put in commission in the Szczecin area;

a. Across the Reglica (Reglitz, east arm of the Oder), 200 meters long.

b. Across the Odra Zachodnia (west arm of the Oder), 225 meters long. 5,500 tons were used in the construction of this and the Reglica bridge.

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